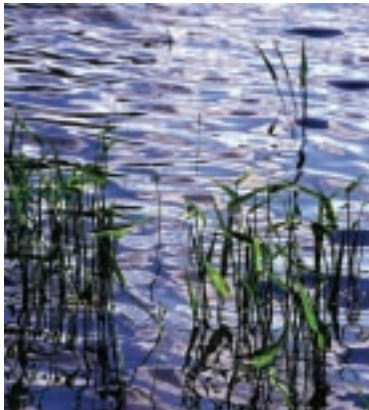


MaineDOT administers several transportation programs on a competitive basis, by which applications are evaluated using criteria that are specific to each program. Additional information regarding each program, including how to apply, may be obtained by visiting www.mainedot.gov, or by contacting Bill Croce at 1-800-380-7822, ext. 5.

Transportation Enhancement Program

The Transportation Enhancement Program is a federal reimbursement program (minimum 20% local or private match) offering a funding opportunity to help communities expand their transportation and livability choices. MaineDOT's program principally supports enhancements in connection with **Explore Maine**, pedestrian and bicycle facilities, environmental mitigation, and downtown revitalization initiatives. Enhancement funds occasionally support other investments that create a more enhanced transportation system, focused on the community. Project proposals must show a relationship to surface transportation, while protecting the environment.



Surface Water Quality Protection Program

The Surface Water Quality Protection Program (SWQPP) is a cooperative endeavor that joins local, state, and federal organizations in efforts to reduce the effects of polluted stormwater runoff from state highways and other MaineDOT transportation facilities. The SWQPP uses federal and state funds to assist in the engineering design and construction of innovative stormwater management projects. The program relies on local citizens and community groups, to locate and nominate these problem areas.



Small Harbor Transportation Improvement Program

The Small Harbor Improvement Program (SHIP) promotes public access and economic development, to preserve infrastructure along the coast. SHIP also helps municipalities make improvements (to public wharves, landings, and boat ramps) that might otherwise not be possible due to their considerable costs. A local cash match of up to 50% of the total project is required. An

inter-agency committee, representing five state agencies, selects projects based on criteria that include the economic impact of the project, the thoroughness of the application, and the ability of the project to be carried out in a timely manner.



Boating Infrastructure Grant Program

Every fiscal year, MaineDOT receives \$100,000 from the U.S. Fish and Wildlife Service for grants under the Boating Infrastructure Grant (BIG) program. The goal of the program is to support construction, renovation, or maintenance of tie-up facilities for transient, nontrailerable, recreational boats that are 26' and longer. Typically, this means transient floats, gangways and other marine

facilities. A local 25% cash match is required. Potential BIG and SHIP projects can be applied-for, using the same application.

Industrial Rail Access Program

The Industrial Rail Access Program is designed to encourage economic development and increased use of rail transportation. Most projects involve rail sidings, and rail construction and improvement. However, MaineDOT will entertain projects that enhance the use of freight rail transportation without involving actual track work, such as systems to transfer bulk materials between rail and other modes. Projects are rated in ten economic- and transportation-related categories.



Safe Routes to Schools

Safe Routes to School is a federal, state, and local effort to enable and encourage children, including those with disabilities, to walk and bicycle to school. Major goals of the program include increasing bicycle, pedestrian, and traffic safety, and making walking and bicycling to school more appealing. MaineDOT looks for projects that substantially improve the ability of students to walk and bicycle within two miles of an elementary or middle school.



Roads for Jobs

This program provides financial assistance to municipalities, state agencies, county governments, and other public entities for roadway improvements that complement economic development projects, where new or improved transportation access will contribute to the project's viability. The goal of the program is to help attract

employers to Maine, or to encourage business and industry to remain and expand in the state, thus creating or retaining jobs. The primary focus of this program will be on businesses or industries involved with the production of goods, services, and activities that bring new economic activity to the state. Projects might include improvements related to manufacturing plants, research and development facilities, receiving and distribution facilities, warehousing facilities, and facilities that support tourism and other natural resource-based economic development. Facilities or operations that are primarily *retail* in nature are not eligible.



Community Investment Sharing

This program provides financial assistance for implementation of streetscape amenities to highway improvement projects in urban and village settings, by cost sharing with communities. Such amenities should reflect community values and goals, and may include traffic, safety, or gateway improvements; way-finding signage; streetscapes; park-and-ride facilities; transit stops/stations; and bicycle/pedestrian improvements.

Community Livability Transportation Studies

This program provides financial assistance to communities that are conducting transportation/community development planning studies that will support future investments in community livability. This program supports investments in Maine's downtowns, villages, and service centers, where mixed uses exist or are planned. These investments provide safety and mobility improvements. In addition, investments in mixed-use areas concentrate the benefit for pedestrian bicycle and transit projects. These areas provide individuals with the ability to accomplish multiple tasks with fewer vehicle trips, resulting in less highway congestion, fewer contributions to greenhouse gases, and improved air-quality protection.



Scenic Byways Program

MaineDOT periodically offers funding for stand-alone transportation-related projects that are geared to quality of life and economic vitality improvements along designated Scenic Byways. Those byways may qualify for federal funding *if* it is made available to the National Scenic Byways program through the congressional budget process. If Congress does not appropriate this funding in any given year, the

program remains dormant. Other special project funding might be available at the "gateways" of communities or in villages and downtowns. These funding programs are solicited separately from the Biennial Capital Work Plan process, are not related to highway or bridge projects, and are limited to the funding available through the federal or state budgeting process.